



Queensland

Traffic Amendment Regulation (No. 4) 2011

Explanatory Notes for SL 2011 No. 136

made under the

Transport Operations (Road Use Management) Act 1995

General outline

Short title

Traffic Amendment Regulation (No. 4) 2011.

Authorising law

Sections 113, 120 and 171 of the *Transport Operations (Road Use Management) Act 1995*.

Policy objectives and the reasons for them

The amendments aim to enhance Queensland's Camera Detected Offence Program by introducing point-to-point and combined redlight-speed camera systems, as well as new digital speed and redlight camera models.

Achievement of policy objectives

The regulation amends the *Traffic Regulation 1962* to:

- set out the operating and testing requirements for point-to-point and combined redlight-speed camera systems;

- approve new photographic detection devices; and
- prescribe the data blocks for the new photographic detection devices.

Consistency with policy objectives of authorising law

The amendments are consistent with the policy objectives in section 3 of the *Transport Operations (Road Use Management) Act 1995* to promote the effective and efficient movement of people, goods and services and improve road safety.

Benefits and costs of implementation

The amendments will improve the effectiveness of the Camera Detected Offence Program in reducing road trauma and fatalities on Queensland roads.

There are no additional costs in implementing the amendments.

Consistency with fundamental legislative principles

The amendments are consistent with fundamental legislative principles.

Consultation

Relevant Queensland government departments have been consulted and support the amendments.

ENDNOTES

- 1 Laid before the Legislative Assembly on . . .
- 2 The administering agency is the Department of Transport and Main Roads.